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HONGKONG, THURSDAY, SEPTEMBER 9, 1909.

日五廿月七年元統宣

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Hongkong, May 1, 1907.

## SPORTING.

### V.R.C. Annual Aquatic Sports.

Mr. Frank Lamert, hon. secretary of the V.R.C., was in receipt of a telegram from Shanghai this morning which reads as follows:

"Will most probably leave 17th. I write you full particulars. Ten men."  
The doubt implied by the words "most probably" refers only to the date. The fact that ten Shanghai men are coming down to compete in our annual aquatic is now settled.

The sports will be held on the 23rd, 24th and 25th instant. The following is the list of events which have been compiled by the members of the Club's Bath-House Sub-Committee:

- 1.—Half Mile (Open)
  - 2.—Two Lengths (Army, Navy and Police)
  - 3.—Four Lengths, Handicap. (Members only)
  - 4.—High Dive (Open)
  - 5.—Two Lengths, Handicap. (Members only, over 30 years of age)
  - 6.—Two Lengths, Handicap. (Members only)
  - 7.—Three Lengths, 100 Yards. (Open)
  - 8.—Team Race. (Members only)
  - 9.—Hurdle Race, Handicap. (Members only)
  - 10.—Six Lengths, 200 yards. (Open)
  - 11.—Boys' Race (under 15 years) Two Lengths, Handicap.
  - 12.—Back Race, 3 Lengths. (Open)
  - 13.—Throwing Polo Ball. (Open)
  - 14.—Twelve Lengths, 400 yards. (Open)
  - 15.—Water Polo. (Members only)
  - 16.—Plunging (Open)
  - 17.—Duck Hunt. (Open)
  - 18.—Running Header. (Open)
  - 19.—Team Race. (Open)
  - 20.—Consolation Race (Members only)
  - 21.—Water Polo. (Open)
- All events marked "Open" are Inter-club events.

## Polo.

In connection with the Hongkong Polo competition the semi final was played on Wednesday evening at Causeway Bay. Many spectators were present, and the teams in the first game were:

R.A.—Lieut. Thick-esse, Capt. Brierley, Capt. Twiss and Lieut. Moore.  
Buffs.—Lieut. Potter, Lieut. Crookenden, Lieut. Green and Major Eaton.

Lieut. Green, Lieut. Crookenden and Major Eaton were the scorers for the Buffs and Capt. Twiss for the R.A.'s, the game ending in a win for the Buffs by 3-1.

The second game was between the Civilians and the Hongkong Polo Club. The teams were:

Civilians.—Mr. Dupree, Mr. Elwes, Mr. Gurnea and Mr. John Cunningham.  
Hongkong Polo Club.—Commanders F. Lyon, Lieut. Satterthwaite, Mr. Moxon and Major Wall.

The game ended in a win for the Civilians by three goals to nil, Mr. Dupree, Mr. Johnstone, and Mr. Elwes being the scorers.

## English Cricket.

### KEW CHAMPIONS.

In the matches played on August 23, 27 and 29 says the "Daily News," the Australians beat Sussex at Brighton by one wicket; Yorkshire defeated Essex at Leyton by 151 runs; Surrey beat Worcestershire at Worcester by six wickets; Middlesex defeated Gloucestershire at Bristol by an innings and 51 runs; Lancashire beat Somersetshire at Manchester by 63 runs. Notes: defeated Derbyshire at Nottingham by an innings and 94 runs; Kent beat Leicestershire at Dover by an innings and ten runs; and Hampshire defeated Warwickshire at Bournemouth by an innings and 53 runs.

In the matches played on August 29 and 30 and September 1 Kent defeated Hampshire at Bournemouth by nine wickets, while Middlesex defeated Somersetshire at Kingston by four wickets.

The matches between the Australians and the M.C.C. at Lord's; Surrey and Leicestershire at the Oval; and Sussex and Yorkshire at Brighton were abandoned.

The county cricket championship thus falls to Kent, with Lancashire and Yorkshire in the second and third places, respectively. These three counties' records are as follows:

| County     | Played | Won | Lost | Drawn |
|------------|--------|-----|------|-------|
| Kent       | 20     | 15  | 2    | 3     |
| Lancashire | 24     | 14  | 4    | 6     |
| Yorkshire  | 25     | 15  | 4    | 6     |

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PEPPERMINT  
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馬鯊鰮立捷院左脚銀

杏仁

仁平平菓  
金山天津  
海番城山  
風楊椰山  
荔

The city of this yearly visit of the Magistrates to St. James's Fair, and their entertainment while there, has sometimes been the subject of contentious discussions. Away back in 1679 we discover the Provost of that day declaring that the £12 Scots (£1 sterling) spent by the old Magistrates at the fair in the previous year should not be paid in respect that only two dollars (8s. sterling) had been allowed. It was customary for the Magistrates to arrange to be supplied with breakfast on the morning of the fair, and what is termed in the minutes, "The ordinary dinner and a quantity of punch." In 1744, when Lord Robert Kerr was Provost of Edinburgh, the Council resolved "to suppress the practice of having a breakfast and public dinner at St. James in all time coming, as being both useless and expensive. But in regard the Magistrates and inhabitants do attend there, and will need some refreshment, the Magistrates and Council sheweth them to get the length of twenty shillings sterling"—whisky was cheaper in those days—"and use more in

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打莖豆 門海芽豆 紅青紅芥紅椰膠 大細 加

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General Memoranda.

SATURDAY, September 11:—  
Noon—Meeting of China Light & Power Co., Ltd., at Co's Office.  
3 p.m.—Meeting of Hongkong Hotel Co., Ltd., at Co's Hotel.

MONDAY, September 13:—  
2.15 p.m.—Meeting of His Majesty's Justices of the Peace at the Magistracy.  
Transfer Books of Green Island Cement Co., Ltd., close from this date to 26th inst., inclusive.

TUESDAY, September 14:—  
9 a.m.—Military Gun Practice.  
5.30 p.m.—Meeting of Hongkong Cricket League at Hongkong Cricket Club.

THURSDAY, September 16:—  
4.30 p.m.—Meeting of Hongkong St. Andrew's Society at City Hall.

THURSDAY, September 30:—  
9.30 a.m.—Auction of Valuable Leasehold Land at Shamshien, Canton.

## The China Mail.

HONGKONG, THURSDAY, SEPT. 9, 1909.

JOHN STUART BLACKIE.

JOHN STUART BLACKIE is already part and parcel of the old traditions of Edinburgh, and yet it is—but one hundred years since he first saw the light, the son of a Glasgow bank manager. But a glance at the wonderful personality of the man will suffice; and in a moment all cause for wonder ceases. In his day he was undoubtedly one of the national institutions of Scotland and now that he is enjoying his last long sleep, Scotsmen who came within the sphere of his influence fondly recount tales of the doughty professor. BLACKIE, his great friend, when recommending him for the chair of Greek in Edinburgh University, described BLACKIE as a man of "lively intellectual faculties, ardent, friendly character, wide speculation and acquirement—very fearless, very kindly, without ill-humour, and without guile." As Mr. STUART RENN tells us in the course of a chatty article written for the centenary of his birth—July 26—BLACKIE was always himself—opinionated, arcular, dogmatic, impassioned. He would interrupt a lecture on Greek antiquities to break into a Highland song. His humour was irrepressible, his sympathies were wide, he had left all his misgivings behind in Aberdeen, and spoke, whether the subject was ARISTOTLE or ROBERT BURNS, the intricacies of Gaelic or the lost beauties of Gaelic with a breezy eloquence that carried all before it. Yet like all great characters he had had to pass through the burning policies which march with

Doubling Castle. His father had intended him for the Church, but he developed intellectual difficulties chiefly due to the hard interpretation of Calvinism which was then in vogue. The elder BLACKIE seems to have been a man of sense, for he sent his clever son abroad to travel and study, which he accordingly did, acquiring a life-long love of Nature for walks abroad, and gaining, first at Göttingen, and afterwards at Berlin, the mental pabulum of which at the moment he stood most in need. Like most young fellows worth their salt, he was a bit of a hero-worshipper, and the personal influence as well as the lectures of SCHLEIERMACHER and NEANDER—worshipful men as well as open-minded and erudite—helped to clear his thinking. Then he wandered off to Italy—it is a good thing to have a banker for one's father—where he met Baron BUNSEN, one of the most brilliant men of his age. To this wise man BLACKIE made a clean breast of his doubts on the subject of eternal punishment, and was promptly told that the question as to the duration of other people's damnation was not his business.

With a mind for the moment set at rest he turned his face northward again, halting in London for a short while to make the acquaintance of BOUGRAM, of LOCKHART and COLMAN, and then for a time he turned his attentions to the law, becoming a qualified advocate. But in five years he only had the offer of two briefs and had he not turned his literary gifts to account by writing reviews and essays for *Blackwood's*, and—making a translation of "Faust," those years would have been very barren indeed. It was the translation of "Faust," by the way, which gained him the friendship of CARLYLE. In 1839, at the age of 30, he definitely found his feet, receiving the appointment of Regius Professor of Latin at Marischal College, Aberdeen, a post he held for eleven years. Then followed his election to the Edinburgh Professorship and BLACKIE's career was secured for life. For many years he held the chair of Greek in Old Dunedin, retiring in 1894, only to die on the 2nd March in the following year. It has been well said of him in those Edinburgh days that no more picturesque figure had been seen there since CHRISTOPHER NORTH vanished from Princes-street. Everybody knew Professor BLACKIE, and smiled in genial welcome when he came along with his familiar slouch hat and plaid. Mr. RENN reminds us that BLACKIE wrote all sorts of books in those strenuous years. Some of them were in verse, but the majority were either direct contributions to scholarship, literary verdicts or counsels of perfection. For the professor, though he never wagged his head in a pulpit, was always a preacher. People swore by him who did not understand a word of Greek. He represented, they thought, the fine flower of native culture, and, as he was a moralist and a poet as well as a philosopher and a scholar, Scotland was proud of him, and not without reason. "After all, the secret of his appeal sprang from the magic of his personality. Not all the Greeks who have ever lived since PRATO could intimidate this master of perforce speech, who handled classic authors like so many men on a chessboard."

BLACKIE dedicated one of his books to CARLYLE. In it he said:—"You and I have had many stiff battles about not a few things; but in two points I have always felt that we are at one—in a stern love of justice and a hearty detestation of all sickly sentiment." He was a frequent visitor at Cheyne-row, and all the more welcome because he had the courage of his opinions. He refused to be browbeaten in talk by the old autocrat of letters. Once he tried to silence his host for a moment in order to give Mrs. CARLYLE, who was eager to join in the conversation, a chance. Here is his own account of what happened:—"I shook him—yes, shook him. His poor wife used to sit there and never speak. I was in his room, and his wife particularly wanted to say something. But there was not the smallest chance. I got up, took hold of him, and giving him a good shaking, cried, 'Let your

own spirit run master. But for all that he wouldn't. I thought he also knew, though not so intimately. BLACKIE thought that he would have been a much happier man if he had 'some business in the world beside being a poet.' As it was, BLACKIE declared that THOMSON 'led too much on himself,' and gave way to 'fastidious trifling.'

With his students Professor BLACKIE was often, in a rollicking mood. His class-room, writes one of his former scholars, was the most lively place in the University—a place where the unexpected happened. Here is an instance:—"As I was enjoying the sunset on Princes-street yesterday I met a beautiful damsel in an ugly brown dress. She was in Greek Macrae. He would wander off from hours and hours to problems of pedantry and even to the politics of the hour, and then, in a moment, he would be back—unravelling some knotty point in philology. Then, the hour up, he would stride down the North Bridge, with his long white locks flying in the breeze, as glad as the most idle lad in his class-room at his recovered freedom. The story is told of him: that one day his quick eye caught a student who had been called upon to translate, holding the book in his left hand. "Hold the book in your right hand," repped-out the professor. The youth looked embarrassed, hesitated, and then went on construing. BLACKIE flashed into wrath, and repeated his request in peremptory tones. A rebellious murmur ran through the class. Presently the lad merely stretched forth his arm. He had no right hand. Instantly Professor BLACKIE ran from his desk, took the poor fellow in his arms, and exclaimed, with deep emotion, "My dear boy! Can you forgive me?" The students cheered. The professor drew himself up. "I am glad," said he, as he took his place again at the desk, "that I teach a class of gentlemen."

Such was the man whom Scotland loved during life and now that he has long joined the quiet company of the silent shades she cherishes his memory all the more fondly. A strenuous fighter all the days of his life, he yet retained the innocent heart of a little child. With all his idiosyncrasies, and they were many, Old Scotia never produced a worthier son.

## OUR CHINESE VISITORS.

In spite of statements to the contrary Prince Hau and Admiral Sah made an official landing at Blakie Pier yesterday afternoon, and were received by Capt. P. Mitchell-Taylor (A. D. C. to His Excellency the Governor). A royal guard of honour drawn from the 60th Regiment was in waiting, and headed by the band, accompanied the distinguished visitors to Government House, where they were cordially received by His Excellency the Governor (Sir F. D. Lugard), who later returned the call at Glenelg Buildings.

The dinner given by the Chinese community at the Ke Shing Theatre was largely attended, and Commander Ching, appearing on behalf of the Prince to the place of welcome read by Mr. Lau Chu Pak, asserted that not only must they rise funds and secure docks for their Navy, but they wanted officers and men, and it was to be hoped that there would be co-operation between the Government and the people to achieve the desired results. Later the Prince and the Admiral left for Canton.

## APPEAL TO THE PRIVY COUNCIL.

Mr. M. W. Ho, instructed by Mr. P. M. Hodgson, moved, before the Chief Justice, Sir Francis Pigott, and Mr. Justice Gompertz, at the Supreme Court, this morning, for leave to appeal to the Privy Council in the case of Chan U Chai v. S. J. David and Co., against the judgment of their Lordships delivered in the Court of Appeal.

Mr. C. G. Alabaster, instructed by Mr. Jackson, objected to the stay execution being granted.

Leave to appeal was granted, the usual order, being made as to the stay of execution.

## NEWS OF THE DAY.

Cooking in full swing at Shanghai. The Shanghai Racing Club's Championship has been won by R. Williams. There are to be at least 100,000 candidates at the next General Election at Home.

Many countenances are being addressed to the Government of India against the distribution of Buddha's remains outside India.

The Imperial Government will, says a Shanghai telegram, contribute £250,000 annually towards the maintenance of the Australian fleet.

London's next Lord Mayor will be elected on September 26. The alderman next in rotation for the position is Sir John Knill, Bart., and other aldermen are eligible.

Maurice E. Bandman's Merry Little Made Comic Opera Company brought a most successful season to a close last night at the Theatre Royal by a bright and sparkling production of "The Merry Widow."

A life-size wax model of Blériot, the first aeronaut to fly across the channel, has been installed, at Mine. Tusaud's. He is seen wearing a leather coat and a pair of blue overalls, models of those he wore when flying to Dover.

Lady Tree recently named the Lioness, which has been born at the Imperial International Exhibition. Sprinkling the cub with some champagne from a glass, Lady Tree said, "I name you 'Gloria Budgeta,' in memory of this eventful Budget year."

Yet another important new building is being erected in Shanghai. The Standard Oil Company of New York is building a fine new hangar at the corner of Canton and Szechuan Roads, and judging by the plans, this structure will be a striking addition to Shanghai's architecture.

Owing to the exceptional strength of the tide the steamer Longships broke four hump and two wire hawsers as she lay alongside the old Admiralty wharf at Singapore on August 30, and drifted down the harbour. She fetched up alongside the German mail steamer Goeben, but fortunately did no damage.

## AMOI NOTES.

(From "Our Own Correspondent.")  
VISIT OF DUTCH WARSHIP.  
Amoy, September 7.  
A small Dutch Fleet has been visiting our port since Friday, 3rd inst., consisting of the Battleship (Flagship) De Ruyter, 5500 tons, P. H. Edelhuyzen, with Commodore G. F. Tiedemann on board, the Cruiser Koninklijke Regentes, 5000 tons, F. Panke; and the Cruiser Tromp, J. W. Termyhollen, all from Hongkong. Their cruise is in order to return thanks for all congratulations received from different places on the receipt of the welcome news of the birth of an heir to the throne, none the less hearty because the child is a girl. Amoy has received its visitors with due hospitality, for the occasion of private banquets, &c. the Acting Commissioner, Mr. Jean Macanah, invited many friends to meet them at an "At Home" at his house on Monday, 6th, from 5 to 8 p.m. Tennis, croquet, and sea bathing provided an adequate variety of entertainment suited to all tastes.

There are not many people of Dutch nationality in Amoy, but quite a number of the members of the American Reformed Mission here are of Dutch descent, even though they all belong to the United States of America.

## SUGGESTION OF PROGRESS.

Amoy is keeping pace with the times, and one of our most forward members in the Foreign Community is the head of the Hope Hospital on Kulangsu, Dr. J. A. Oute, of the American Mission. He has a good many modern improvements in his up-to-date Hospital, and has recently installed the electric light in all the wards and rooms, an immense improvement on oil. He has also been engaged during the summer in building and preparing a motor boat, and it was successfully launched on Friday last. It is on the model of an Amoy sampan, and he has fitted into it a 5 horse-power engine, using oil for the motor power. It is proving very useful, and his doubts of success are swept away. As he has Hospital wards on the Amoy side as well as on Kulangsu, which may be reached by improved wharves, and since he is often called out by day and sometimes by night to attend cases in the Amoy city, this motor sampan will prove exceedingly useful, and save much time.

OLD SET TYPHOON.  
It is still the reign of "King Sol," for blue skies, almost cloudless days, a light moon, and hot sultry weather still prevail. On Sunday the first typhoon signal for a month was run up the flagstaff, announcing the birth of a typhoon far away East of Luzon. It is too much to hope that it will come near enough to us to bring some clouds and heavy rain. But per chance it may be followed by others later on, otherwise what are shall do for water it is difficult to tell.

THE DISCOVERY OF THE NORTH POLE.  
Immense interest is taken here in the announcement of the discovery of the North Pole by Dr. Cook of the U.S.A. and that as long ago as April 21, 1908. Let us hope it is really true and not a fraud. His report in detail will be looked forward to with deepest interest. It will probably stimulate Lieutenant Shackleton to have another try at the South Pole.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.  
THIS remedy has been in use for over thirty years and has given a relief to the most agonizing cases of colic, cholera, and diarrhoea. It is a good remedy for all these ailments, and is sold by all chemists and druggists.

## DR. COOK'S ACHIEVEMENT.

NOT THE "ELASTO SPOT."  
(Reuter's Service to the China Mail.)  
London, September 8.

Dr. Cook, the American explorer, secured before the Danish Geographical Society in the presence of the King and Queen of Denmark and other members of the Royal Family.

The Crown Prince presented the explorer with the Society's gold medal.

Dr. Cook said he did not claim to have located the exact spot of the Pole, but his observations showed that he must have been on or around it.

## PEARY DISCREDITS COOK'S STORY.

(Reuter's Service to the China Mail.)  
London, September 8.

Commander Peary has telegraphed to Reuter that Dr. Cook's story should not be taken too seriously, as two Eskimo accompanying him say that Dr. Cook went scarcely any distance northwards, certainly not out of sight of land.

## THE DISSOLUTION.

POSSIBLY IN NOVEMBER.

(Reuter's Service to the China Mail.)  
London, September 8.

There is a strong belief among Unionists in the House of Commons that the General Election will take place in November.

## THE ST. LEGER.

A WIN FOR BAYARDO.

(Reuter's Service to the China Mail.)  
London, September 8.

The race for the St. Leger Stakes resulted as follows:—

Bayardo.....2  
Valens.....3  
Mimrod.....3

[Note—Bayardo, the winner, is a bay colt by Bay Ronald out of Gulaca and is owned by Mr. Fairlie. According to a telegram to Indian newspapers on August 20th he was first favourite at 5 to 4 against His Majesty's Minors being put at 3 to 1. Valens, also a bay colt, by Lavone out of Valenza, is owned by Lord Carnarvon, while Mr. W. Astor owns Mimrod, a chestnut colt by Marco out of Semitone.]

## PORT OF LONDON CHARGES.

NEW SCHEDULE CRITICISED.

(Reuter's Service to the China Mail.)  
London, September 9.

The schedule of the proposed maximum charges to be enforced by the new Port of London authority are being adversely criticised as calculated to divert trade from London.

The charges, which are subject to ratification by the Board of Trade, apply to all imports, including 3s. 4d. per ton on tea; a shilling on cube sugar; 6d. on sugar of other descriptions; and 6d. on coal.

The charges are estimated to yield a total of £70,000.

## TYPHOON WARNING.

The telegram quoted below was received by the American Consul-General from the Manila Observatory at 12.55 to-day:—September 9, at 11.30 a.m. Cyclone or typhoon over North China Sea moving W.E.W.

In consequence of the raising of the typhoon signals the harbour to-day has been totally denuded of junks and sampans, which have all made for the shelter. The work of loading and discharging cargo has therefore been at a standstill.

## CHOLERA AT SHANGHAI.

DEATH CLAIMS TWO WELL KNOWN RESIDENTS.  
(From Our Own Correspondent.)  
Shanghai, September 8.

Mr. Coath, the Superintendent of the Commercial Pacific Cable Co., and Dr. Goddard died at the Isolation Hospital to-day.

A post mortem examination on the body of Mr. Coath reveals the fact that death was due to cholera.

[Note—From Shanghai papers to hand to-day's mail we gather that both Mr. Coath and Dr. Goddard were recently admitted to the Isolation Hospital suffering from what unquestionably appeared to be a severe attack of cholera. Mr. Coath was seized on September 1st and became rapidly worse during the day. Dr. Goddard, who was staying with Mr. and Mrs. Coath during his wife's illness in America, fell ill all that was possible in the circumstances, and with other friends accompanied the stricken man to the hospital in the evening. Whilst there he was himself seized with illness and detained; and next morning he was reported to be in a precarious condition.]

## LORD KITCHENER'S TOUR.

(Independent News Agency's Service to the China Mail.)

Tokyo, September 8.

Lord Kitchener is expected here on the 1st of November, via China.

## JAPAN'S FINANCIAL PROGRAMME.

(Independent News Agency's Service to the China Mail.)

Tokyo, September 8.

The Government's financial programme for the next fiscal year will be privately set forth and explained at the general meeting of the Commercial Exchanges.

## THE YALU BRIDGE.

(Independent News Agency's Service to the China Mail.)

Tokyo, September 8.


The authorities declare that the construction of the Yalu bridge will be started a year before originally expected and will be completed within a year and a half.

## ITEMS AT THE COURTS.

The case in which a shroff was fined \$100 for obstructing a hukong in the execution of his duty was re-heard at the Magistracy to-day. Mr. F. A. Haselaud adhered to his previous decision.

For stealing silk to the value of \$300, a native was sentenced to three months' hard labour at the Magistracy to-day. He was arrested on the 4th of Kwongtung as he was leaving for Canton.

The police made a raid on a gambling house at Samshui last night. In order to escape two of the men jumped from the window, a distance of 20 feet, and one badly sprained his ankle. At the Magistracy to-day, the injured man was discharged; the two leaders were fined \$25 each, and 9 others \$2 each.



Famed for over  
**50**  
years.

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WHISKY

An Ideal Beverage.  
Soft and delicate.  
Highly approved by  
the Medical Profession.

SOLE AGENTS FOR HONG KONG  
11, PRINCE OF WALES ROAD, QUEEN'S ROAD.







## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

| FOR   | STEAMERS | TO SAIL ON     | REMARKS                            |
|---|----------|----------------|------------------------------------|
| SHANGHAI, MOJI, KOBE, CANTON, AND YOKOHAMA            | DELTA    | Sept. 10, 1909 | About 10h. Freight and Passengers. |
| SHANGHAI  | DELTA    | Sept. 10, 1909 | About 10h. Freight and Passengers. |
| LONDON, via Suez, Port Said, and Alexandria           | ASSAYE   | Sept. 10, 1909 | See Special Notice.                |
| LONDON & ANTWERP, via Suez, Port Said, and Alexandria | BOBNEO   | Sept. 10, 1909 | About 22h. Freight and Passengers. |

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

## EMPIRE LINE.

Between China, Japan, and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

| From Hongkong                          | From Quebec                         |
|--|-------------------------------------|
| MONTEAGLE, SATURDAY, Sept. 18th.       | EMPIRE OF IRELAND, FRIDAY, Oct. 22. |
| EMPIRE OF INDIA, SATURDAY, Sept. 20th. | ALLAN LINE, FRIDAY, Nov. 12.        |
| EMPIRE OF JAPAN, SATURDAY, Oct. 17th.  | EMPIRE OF BRITAIN, FRIDAY, Dec. 3.  |
| EMPIRE OF CHINA, SATURDAY, Nov. 13th.  |                                     |

Each Trans-Pacific Empire connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empire of Britain" and "Empire of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as equal to none on the Atlantic.

The "Empire" steamers on the Pacific and on the Atlantic are equipped with the latest wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$27.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (treated Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDUCK, General Trade Agent, Corner Pedder Street and Prays (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBE, and YOKOHAMA.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to:-

S. SILVERSTONE, Agent.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

| For                          | STEAMERS   | Captain  | To SAIL             |
|------------------------------|------------|----------|---------------------|
| SHANGHAI, KOBE, AND YOKOHAMA | OCEANIC    | Skinner  | Sept. 13, p.m.      |
| MARSEILLES, via Port         | AUSTRALIEN | Requiere | Sept. 14, at 1 p.m. |
| SHANGHAI, KOBE, AND YOKOHAMA | SYDNEY     | X        | Sept. 27, p.m.      |
| MARSEILLES, via Port         | POLYNESIEN | Broc     | Sept. 28, at 1 p.m. |

TRANSHIPMENT of the Co's. Steamers at SHANGHAI for BATAVIA, at COLOMBO for Ceylon, Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival at MARSEILLES.

For further particulars, apply to P. de CHAMPMORIN, Agent, QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAIT and COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo as through Rater to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

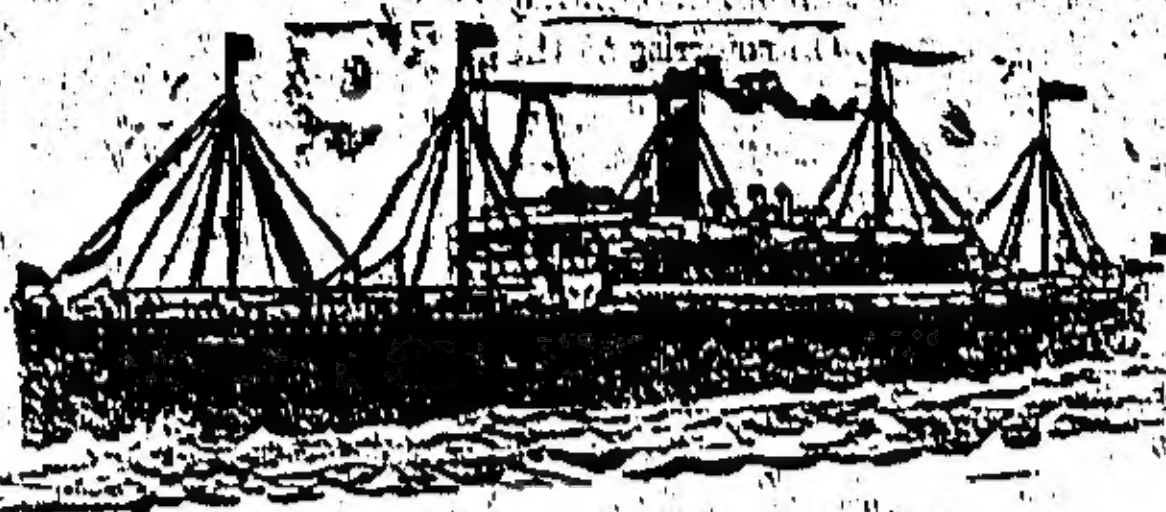
| For                           | STEAMERS       | Captain        | To SAIL    |
|-------------------------------|----------------|----------------|------------|
| For Shanghai, Yokohama & Kobe | DELTA          | Sept. 10, 1909 | 21st Sept. |
| S.S. NIKOMEDI                 | Sept. 10, 1909 |                |            |
| S.S. LIBERIA                  | Sept. 10, 1909 |                |            |
| S.S. NIKOMEDI                 | Sept. 10, 1909 |                |            |
| S.S. LIBERIA                  | Sept. 10, 1909 |                |            |
| S.S. NIKOMEDI                 | Sept. 10, 1909 |                |            |
| S.S. LIBERIA                  | Sept. 10, 1909 |                |            |

For further particulars, apply to HAMBURG-AMERIKA LINIE Hongkong Office.

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISEI.

## U.S. MAIL LINES.



## SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via Hongkong, on OCEAN, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS   | SAILING DATES                               |
|------------|---|
| KOREA      | 18,000 Tons, SATURDAY, 11th Sept., at Noon. |
| NIHON MARU | 18,000 Tons, SATURDAY, 11th Sept., at Noon. |
| SIERRA     | 18,000 Tons, SATURDAY, 11th Sept., at Noon. |
| MANOHARA   | 18,000 Tons, SATURDAY, 11th Sept., at Noon. |
| CHIU MARU  | 18,000 Tons, SATURDAY, 11th Sept., at Noon. |
| MONGOLIA   | 18,000 Tons, SATURDAY, 11th Sept., at Noon. |
| TENYO MARU | 18,000 Tons, SATURDAY, 11th Sept., at Noon. |

The S.S. "TENYO MARU" will leave for San Francisco via Eunging, Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, September 11th, at Noon.

Fares: Hongkong to London £71. 10. 0, including Berth and Meals across America.

## INTERMEDIATE SERVICE.

China, 10,200 Tons, SATURDAY, 9th Oct., at Noon.

Asia, 9,500 Tons, SATURDAY, 30th Oct., at Noon.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London: via Canadian Atlantic Port \$43.

Hongkong to London: via New York \$45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Company, Kwei Building (opposite Blake Pier).

S. SILVERSTONE, Agent.

## NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP CO.).

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| DESTINATION   | STEAMERS                                    | SAILING DATES                       |
|---|---|-------------------------------------|
| MARSEILLES, LONDON, AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, AND PORT SAID.               | INABA MARU, Capt. H. Inaba, Tons 6500       | WEDNESDAY, 16th Sept., at Daylight. |
|   | HITACHI MARU, Capt. N. Mathison, Tons 7000  | WEDNESDAY, 23rd Sept., at Daylight. |
| VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, AND YOKOHAMA. | SHINANO MARU, Capt. K. Kawan, Tons 6000     | TUESDAY, 14th Sept., at 4 p.m.      |
|   | TANGO MARU, Capt. S. Ishikawa, Tons 8000    | TUESDAY, 22nd Sept., at 4 p.m.      |
| SYDNEY AND WELBURN, via MANILA, THURSDAY ISLAND, TOWNSVILLE, AND BRISBANE.                    | KUMANO MARU, Capt. M. Winkler, Tons 6000    | FRIDAY, 1st Oct., at Noon.          |
|   | YAWATA MARU, Capt. T. Sano, Tons 5000       | FRIDAY, 29th Sept., at Noon.        |
| NAGASAKI, KOBE, AND YOKOHAMA.   | KITANO MARU, Capt. M. Winkler, Tons 6000    | FRIDAY, 1st Oct., at Noon.          |
|   | IKO MARU, Capt. S. J. G. Parsons, Tons 6500 | FRIDAY, 17th Sept., at 5 p.m.       |
|   | KITANO MARU, Capt. F. E. Cope, Tons 9000    | FRIDAY, 24th Sept., at 5 p.m.       |
| BOMBAY, via SINGAPORE AND COLOMBO.  | KEBOSHI MARU, Capt. B. Kon, Tons 4500       | THURSDAY, 16th September.           |
| NAGASAKI, KOBE, AND YOKOHAMA.   | YAWATA MARU, Capt. T. Sano, Tons 5000       | WEDNESDAY, 23rd Sept., at Noon.     |

\* Fitted with new system of wireless telegraphy.

\* Omitting Keelung & Shimizu. Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

## EXTRA PASSENGER SERVICE NEW STEAMERS EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUZ and PORT SAID.

THE Company's Newly Built 9000 Ton Passenger Steamers will be despatched from Hongkong as follows:-

Atsuta Maru - (Capt. Wm. Thompson) About Wed., 22nd Sept.

Miyasaki Maru (Capt. W. Bainbridge) About Wed., 29th Oct.

Kitano Maru - (Capt. F. E. Cope) About Wed., 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Building, First Floor, Queen's Road.

T. KUSUMOTO, Manager.

## MIYASAKI &amp; CO., COAL MERCHANTS.

HEAD OFFICE: SHANGHAI, KOWLOON, HONGKONG.

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CABLE ADDRESSES: MIYASAKI, applying to Head Office and Shimizu branch.

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A. B. C. (see) Kowloon, Hongkong.

The Head and Branch Offices will receive any Order for JAPAN COALS.

Y. K. MARU, SHANGHAI, HONGKONG.

Y. K. MARU, SHANGHAI, HONGKONG.

Y. K. MARU, SHANGHAI, HONGKONG.

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Y. K. MARU, SHANGHAI, HONGKONG.

Y. K. MARU, SHANGHAI, HONGKONG.

Y. K. MARU, SHANGHAI, HONGKONG.

## HONGKONG'S LICENSING AUTHORITY.

Commenting on the suggested transference to the Captain-Superintendent of Police in Hongkong of the whole power of granting liquor licenses, the Standard Press says:-

Considerable and justifiable outcry has been raised against this course, mainly on the ground that it is extremely injudicious to place such power in the hands of one man.

But beyond that serious objection, is another to our mind, as serious, and that is placing the power in the hands of this particular official.

It means in short that the official theoretically prosecuting licenses for faults and misdemeanours, is to be the official judging their fitness to hold licenses.

Did we live in Utopian times when every man was infallibly just and impossible of prejudice or likings, such a system might seem admirable as conducing to a full knowledge of the work, but under present circumstances we have no hesitation in saying that it is an entirely vicious system, and nearly as bad as making the chief police official also the Governor of the jail, as has happened in India and possibly in the Straits before now.

It is essentially desirable that a person who has to consider all other persons in the light of the breaking possibilities of their occupations, should not at the same time be in a position of determining whether or not that occupation should be taken from them.

The local system providing for an examining board with the chief police official present to make known any objections he may have, is quite sound, because the police representative in that instance has no direct voice in the decision, but to place the decision at the mercy of one man, and that man the person responsible for taking proceedings against a licensee if necessary, is an extremely undesirable thing.

A decision of far-reaching importance to shipowners who are members of a "conference," and whose vessels trade to and from the United States, has been given in one of the American courts, and if upheld on appeal, as many believe will be the case, it will deal a damaging blow to the formation of "rings" in the shipping trade.

The action was brought by a firm of shippers in New York against the South African Conference, to which the Union Castle and other British concerns are parties, the claim being made for a return of rebates. The judge found that the rebate system in its working implies a coercion of shippers who are not entitled to recover the arranged discounts whether they are loyal to the combination or not.

This finding specially applies to the South African Conference, but it affects the North Atlantic as well, and much speculation exists as to what the ultimate result will be. The judgment clearly indicates that shipping "rings" stand upon the same basis as other trusts, whose operations come under the Sherman Anti-Trust Law.

## Dentistry.

DR. CHAS. FONG, DENTIST.

34, QUEEN'S ROAD CENTRAL, ROOM No. 3, FIRST FLOOR, (Opposite Post Office).

American graduate with twenty years experience in the practice of Dentistry, specialist for treatment of teeth.

Hongkong, April 15, 1909. 530

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

41, QUEEN'S ROAD CENTRAL, Hongkong, November 18, 1908. 1379

## S. I. EN TING, Surgeon Dentist.

No. 14, D'ARVILLE STREET, TERMS VERY MODERATE.

Consultation Free.

## PRAE TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAY.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 3.45 p.m. Every 15 minutes.

3.45 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.45 p.m. Every 15 minutes.

9.45 p.m. to 11.15 p.m. Every 15 minutes.

11.15 p.m. to 11.45 p.m. Every 15 minutes.

11.45 p.m. to 12.15 a.m. Every 15 minutes.

12.15 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 1.30 a.m. Every 15 minutes.

1.30 a.m. to 2.00 a.m. Every 15 minutes.

2.00 a.m. to 2.30 a.m. Every 15 minutes.

2.30 a.m. to 3.00 a.m. Every 15 minutes.

3.00 a.m. to 3.30 a.m. Every 15 minutes.

3.30 a.m. to 4.00 a.m. Every 15 minutes.

4.00 a.m. to 4.30 a.m. Every 15 minutes.

4.30 a.m. to 5.00 a.m. Every 15 minutes.

5.00 a.m. to 5.30 a.m. Every 15 minutes.

5.30 a.m. to 6.00 a.m. Every 15 minutes.

6.00 a.m. to 6.30 a.m. Every 15 minutes.

6.30 a.m. to 7.00 a.m. Every 15 minutes.

7.00 a.m. to 7.30 a.m. Every 15 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR                                | STEAMERS  | TO SAIL                       |
|------------------------------------|-----------|-------------------------------|
| MANILA                             | YUNYANG   | FRIDAY, Sept. 10, at 4 p.m.   |
| SHANGHAI, SWATOW, AND NINGPO       | CHONGSANG | SUNDAY, Sept. 12, Daylight    |
| SINGAPORE, SAMARANG, AND SOERABAYA | CHONGSANG | TUESDAY, Sept. 14, at 4 p.m.  |
| SHANGHAI                           | YUNYANG   | THURSDAY, Sept. 16, at 4 p.m. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI    | YUNYANG   | FRIDAY, Sept. 17, at Noon     |
| MANILA                             | CHONGSANG | FRIDAY, Sept. 17, at 4 p.m.   |
| TIENTSIN, via WEI-HAI              | CHONGSANG | FRIDAY, Sept. 17, at 4 p.m.   |
| WEI & CHIFU                        | CHONGSANG | FRIDAY, Sept. 17, at 4 p.m.   |

RETURN TOURS TO JAPAN, Occupying 21 days.

THE steamers Kurewa, Nanyang and Pookang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 3 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yungpo, Port, Chong, Tientsin and Newchwang.

For Freight or Passage, apply to Telephone No. 41 JARDINE, MATHESON & Co., Ltd., General Managers.

## CHINA NAVIGATION CO., LD. CHINA.

## SAILINGS SUBJECT TO ALTERATION.

| FOR                          | STEAMERS | TO SAIL             |
|------------------------------|----------|---------------------|
| SHANGHAI                     | CHINA    | Sept. 12, Daylight  |
| MANILA                       | CHINA    | Sept. 14, at 4 p.m. |
| SHANGHAI                     | CHINA    | Sept. 16, at 4 p.m. |
| SHANGHAI                     | CHINA    | Sept. 18, Daylight  |
| MANILA                       | CHINA    | Sept. 21, at 4 p.m. |
| MANILA, ZAMBOANGA, AND USUAL | CHINA    | Sept. 23, at 4 p.m. |

DIRECT SAILINGS TO WEST INDIES, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS         | Leaves<br>HONGKONG | Connecting Steamers<br>from Colombo to<br>MARSEILLES & LONDON | Due<br>MARSEILLES<br>(Brindisi<br>1 day earlier) | Due<br>LONDON<br>(1 day later) |
|------------------|--------------------|---|--|--------------------------------|
| Steamer          | TONS               | Steamer   | TONS   |                                |
| ARCADIA.....7000 | Feb. 5             | MANTUA.....10000  | March 5  | March 11                       |
| ASSAYE.....7500  | Feb. 19            | CHINA.....8000  | March 19   | March 25                       |
| DELTA.....8000   | March 5            | MALWA.....11000   | April 2  | April 8                        |
| MAEDONIA 10500   | March 19           | (Through steamer)<br>Callings to Bombay                       | April 12   | April 22                       |
| DEVANHA.....8000 | April 2            | MONGOLIA.....10000  | April 30   | May 6                          |
| ASAYE.....7500   | April 16           | MARMOBA.....10500   | May 14   | May 20                         |
| DELTA.....8000   | April 30           | MOBEA.....11000   | May 28   | June 3                         |
| DELI.....8000    | May 14             | MOOLTAN.....10000   | June 12  | June 18                        |

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.FARES TO LONDON (Including Surtax):  
1st Saloon.....£71.10 Single. £106.14 Return.  
2nd ....."£48.8 ....."£72.12

In addition to the above Mail Steamers the following:

## INTERMEDIATE (Non-Transit) STEAMERS

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS          | Leaves<br>HONGKONG | Due<br>LONDON |
|-------------------|--------------------|---------------|
| STEIA.....6800    | January 28         | March 12      |
| SUMATRA.....4500  | February 9         | March 26      |
| NYANZA.....6700   | February 23        | April 9       |
| EUADA.....6700    | March 6            | May 7         |
| MAI.....6700      | April 20           | June 4        |
| SARDINIA.....6700 | May 4              | June 18       |
| NORE.....6700     | May 18             | July 2        |

These steamers call at Singapore, Penang, Colombo, and at Marseilles.  
FARES TO LONDON (Including Surtax):  
1st Saloon.....£55.0 Single. £82.10 Return.  
2nd ....."£38.10 ....."£57.4

Carry 1st and 2nd Saloon Passengers.

For further particulars, Apply to

E. A. HEWITT,  
Superintendent.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI,  
KOBE, YOKOHAMA, HONOLULU AND  
SALINA CRUZ (Mexico).S.S. Hongkong Maru - 6000 tons gross. Oct. 26th, at noon.  
S.S. Manshu Maru - 5000 " " Dec. 10th, at noon.  
S.S. America Maru - 6000 " " Feb. 5th, at noon.

For particulars apply to K. MATSUDA, Manager.

TOYO KISEN KAISHA, YOKO BUILDINGS.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

| STEAMER   | FROM  | EXPECTED<br>ON OR<br>ABOUT | WILL LEAVE FOR | ON OR ABOUT             |
|-----------|-------|----------------------------|----------------|-------------------------|
| TJILATJAP | JAPAN | First half of<br>Sept.     | JAVA           | First half of<br>Sept.  |
| TJIMAH    | JAVA  | Do.                        | SHANGHAI       | Do.                     |
| TJILWONG  | JAPAN | Do.                        | JAVA           | Do.                     |
| TJIKINI   | JAVA  | Second half<br>of Sept.    | JAPAN          | Second half<br>of Sept. |
| TJIPANAS  | JAVA  | Do.                        | SHANGHAI       | Do.                     |
| TJIBODAS  | JAVA  | First half<br>of Oct.      | JAPAN          | First half<br>of Oct.   |

These Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

## JAVA-CHINA-JAPAN LIJN.

YOKO BUILDINGS, 1st Floor. TELEPHONE No. 375.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain      | For    | Sailing Date                    |
|-----------|------|--------------|--------|---------------------------------|
| SAIRO     | 2540 | R. Rodgers   | Manila | Friday,<br>Sept. 10, at 6 p.m.  |
| RUBI      | 2540 | W. R. Almond | Manila | Saturday,<br>Sept. 18, at Noon. |

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## Hongkong-New York.

## AMERICAN-ASIATIC STEAMSHIP COMPANY.

FORENEW YORK, VIA PORTS AND SUZ  
CANAL.  
(With liberty to call at  
MALABAR COAST).

S.S. INDRAPURA.....17th September, 1909

For Freight and further information, apply to

## SHEWAN, TOMES &amp; CO.

General Agents.  
Hongkong, August 25, 1909.

## Shipping

PENINSULAR & ORIENTAL STEAM  
NAVIGATION COMPANY.

## S.S. 'MACEDONIA'

10,500 tons,

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR  
MARSEILLES AND LONDON, VIA BOMBAY.WILL leave Hongkong on MARCH 19th, 1910, staying  
at Bombay 24 hours only and is due to arrive at -

MARSEILLES.....April 16th.

LONDON.....April 23rd.

FARES TO LONDON -

1st Saloon.....£71.10 Single. £106.14 Return.

2nd ....."£48.8 ....."£72.12

For further Particulars apply to

E. A. HEWITT, Superintendent.

Hongkong, August 15, 1909.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.HONGKONG-SOUTH CHINA  
COAST PORTS.HIGHEST-Class, fastest and most luxurious steamers on the Coast, having  
splendid Accommodation for First-Class Passengers. Electric Light and First-  
Class Cuisine.

| STEAMERS      | For                    | Leaves                            |
|---------------|------------------------|-----------------------------------|
| HAYANG.....   | SWATOW, AMOY & FOCHOW. | FRIDAY, 10th<br>Sept., at 2 p.m.  |
| HAIMUN.....   | SWATOW.                | SUNDAY, 12th<br>Sept., at Noon.   |
| HAICHING..... | SWATOW, AMOY & FOCHOW. | TUESDAY, 14th<br>Sept., at 2 p.m. |

For the convenience of Passengers, Steamers will arrive at and  
depart from the Company's Wharf (near Blake Pier).A reduction of 20 per cent on First-Class Fares to Fochow will  
be made during the months of August and September.

For Freight and Passage, apply to

## DOUGLAS, ARAIK &amp; CO.,

General Managers.

Hongkong, November 17, 1908.

THE EASTERN & STEAMSHIP CO.  
LIMITED.AUSTRALIAN  
MAIL  
TO AUSTRALIA.

## MAIL SCHEDULE.

(SUBJECT TO MODIFICATION)

| STEAMERS      | LEAVE HONGKONG<br>FOR AUSTRALIA | LEAVE HONGKONG<br>FOR AUSTRALIA             |
|---------------|---------------------------------|---|
| EMPIRE.....   | Sept. 21,<br>Oct. 19.           | 15th Sept., at Noon.<br>13th Oct., at Noon. |
| EASTERN.....  |                                 | 10th Nov., at Noon.                         |
| AIDENHAM..... |                                 |   |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful  
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.  
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.  
For further particulars, apply to

## GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, November 2, 1908.

GREAT NORTHERN  
STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

## MINNESOTA -

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG  
And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

Calling at Kaulung.

MINNESOTA.....Onward H. W. RAVENS. THURSDAY, 4th  
November, 1909.

Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern  
Pacific Railways for all points in the United States and Canada; also with  
Atlantic Steamship Lines for all points in Great Britain and on the Continent.  
Direct connection at Hong Kong for Manila, Straits Settlements,  
Java, India, London and Paris.LUXURIOUS PASSENGER ACCOMMODATIONS - Suites and State-rooms  
(all outside rooms), Main room, Library, Smoking room, Nursery, Laundry, etc.Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama,  
Kobe, and Nagasaki, without extra charge.For convenience of country side passengers, rates are interchangeable with  
regular rail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

## NIPPON YUSEN KAISHA, Agents.

Direct connections at Seattle with Great Northern and Northern  
Pacific Railways for all points in the United States and Canada; also with  
Atlantic Steamship Lines for all points in Great Britain and on the Continent.  
Direct connection at Hong Kong for Manila, Straits Settlements,  
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Kobe, and Nagasaki, without extra charge.For convenience of country side passengers, rates are interchangeable with  
regular rail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

## NIPPON YUSEN KAISHA, Agents.

## Shipping

NAVIGAZIONE GENERALE  
ITALIANA (CLIPPER & RAPID STEAMERS)STEAM FOR BOMBAY  
VIA SINGAPORE AND PENANG.Having connection with Company's Mail  
Steamers to Port Said, Marseilles,  
Naples, Livorno and Genoa; also  
Venice and Trieste, all Mediterranean  
Ports up to Calcutta.  
(Taking Cargo at through rates to Penang,  
Gulf and Bagdad, also Barcelona,  
Valencia, Alicante, Aden and Malaga).THE Steamship  
CAPRI,  
Captain Durr, will be despatched at above  
on SATURDAY the 11th inst. at Noon.For further particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, September 7, 1909. 1141

FOR SINGAPORE, PENANG AND  
CALCUTTA.THE Steamship  
ARRA-VON APGAR,  
Captain A. Serran, will be despatched for  
the above ports on SATURDAY, the 11th  
inst., at Noon.For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, September 8, 1909. 1137

FOR SINGAPORE, PENANG AND  
CALCUTTA.THE Steamship  
CATERINE APJAR,  
Captain G. F. Hudson, will be despatched for  
the above ports on TUESDAY, the 14th  
inst., at Noon.For Freight or Passage, apply to  
D. SASSOON & Co., Ltd.,  
Agents.

Hongkong, September 8, 1909. 1142

FOR  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH  
AND LONDON.Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CON-  
TINENTAL AMERICAN AND  
SOUTH AFRICAN PORTS.THE Steamship 48547Z, Captain  
J. J. O'Connell, will be despatched from  
this for BOMBAY, etc., with Passengers  
and Mails, on SATURDAY, the 18th Sep-  
tember, 1909, at Noon, taking Passengers  
and Cargo for the above ports in connection  
with the Company's Steamship 48547Z.  
11,000 tons, from Colombo, Passengers  
accommodation in which vessel is secured  
before departure from Hongkong.Suez and Yafra, all Cargo for France,  
and Teasing London, under arrangements  
will be transhipped to Colon into the mail  
steamer proceeding to Marseilles and  
London; other cargo for London, etc., will  
be conveyed via Bombay by the R.M.S.  
Egypt, due in London on the 30th October,  
1909.Parcels will be received at this Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.For further Particulars, apply to  
E. A. HEWITT,  
Superintendent.

Hongkong, September 6, 1909. 1138

AUSTRIAN  
LOYD'S  
STEAMSTEAM FOR  
HUMBOLDT, TRIESTE Direct, Calling at  
SINGAPORE, PENANG, CALCUTTA,  
COLOMBO, ADEN, SUZ AND  
PORT SAID.(Taking Cargo at through rates to the  
PERSIAN GULF, ADEN, SUZ, SUEZ,  
VENICE AND AFRICAN PORTS.)THE Company's Steamship  
CAPTAIN TALBOCHIA, will be despatched as  
above on or about SATURDAY, the 25th  
September, 1909.This Steamer has capital accommodation  
for Passengers, Electric Light, and  
carries a Doctor.For information as to Passage and  
Freight, apply to  
SANDER, WIELER & CO.,  
Agents,  
Princo's Buildings.

Hongkong, August 27, 1909. 1094

PORTLAND & ASIATIC STEAMSHIP  
COMPANY.NOTICE TO CONSIGNEES  
FROM PORTLAND AND JAPAN  
PORTS.CONSIGNEES OF CARGO per Steamship  
HENRIK IBSEN.The above-named steamer, having  
arrived from the above ports, Consignees of Cargo are hereby informed that  
their Goods are being landed and placed  
at their risk in the Hongkong & Kowloon  
Wharf and Godown Co.'s Godown and/or  
extra "hazardous" Godown at Kowloon,  
where each consignment will be sorted  
and packed by mark, and delivery can  
be obtained as soon as the Goods are  
landed.Goods not cleared by the 8th inst.  
at 8 p.m. will be subject to rent, and  
No Fire Insurance will be effected by  
the undersigned.Bills of Lading will be countersigned by  
the undersigned.This Steamer brings Cargo:  
Ex a.s. Barbadoe from Catania, via Port  
Said.NORDDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, September 5, 1909. 1145

SHIRE LINE OF STEAMERS,  
LIMITED.NOTICE TO CONSIGNEES  
FROM EUROPETHE Co.'s Steamship Glenamaddy,  
having arrived from the above ports,  
Consignees of Cargo are hereby informed  
that their Goods are being landed and  
placed at their risk in the Hongkong & Kowloon  
Wharf and Godown Co.'s Godown and/or  
extra "hazardous" Godown at Kowloon,  
where each consignment will be sorted  
and packed by mark, and delivery can  
be obtained as soon as the Goods are  
landed.Goods not cleared by the 8th inst.  
at 8 p.m. will be subject to rent, and  
No Fire Insurance will be effected by  
the undersigned.Bills of Lading will be countersigned by  
the undersigned.This Steamer brings Cargo:  
Ex a.s. Barbadoe from Catania, via Port  
Said.NORDDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, September 5, 1909. 1146

## SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE,  
VIA DAIRIN.

## SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellent  
equipped Sleeping, Dining and 1st class Cars, operated between Dairin and Changchun  
in connection with the Trans-Siberian Express Trains and with the Dairin-Shanghai  
Direct Steamer Service by the S.S. "Kobe Maru" and "Osaka Maru" (2,577 tons each).

as follows: -

| NORTH-BOUND.               |          |                    |        |
|----------------------------|----------|--------------------|--------|
| Leave - Shanghai (Steamer) | Thursday | Saturday or Sunday |        |
| Arrive - Dairin            | Monday   | Tuesday            | Friday |

|                                 |           |  |  |
|---------------------------------|-----------|--|--|
| Leave - Shanghai (Steamer)      | 11 a.m.   |  |  |
| Arrive - Mukden                 | 8.50 p.m. |  |  |
| Leave - Changchun               | 8.15 p.m. |  |  |
| Arrive - Harbin (Russian Train) | 5.55 a.m. |  |  |
| Leave - Harbin                  | 8 p.m.    |  |  |

Connecting at Harbin with  
State Express for Moscow.

| SOUTH-BOUND.                   |          |                    |        |
|--------------------------------|----------|--------------------|--------|
| Leave - Harbin (Russian Train) | Thursday | Saturday or Sunday |        |
| Arrive - Changchun             | Monday   | Tuesday            | Friday |

|                                |            |  |  |
|--------------------------------|------------|--|--|
| Leave - Harbin (Russian Train) | 9 a.m.     |  |  |
| Arrive - Mukden                | 7 p.m.     |  |  |
| Leave - Changchun              | 2.10 a.m.  |  |  |
| Arrive - Dairin                | 2.30 a.m.  |  |  |
| Leave - Shanghai (Steamer)     | 12.30 p.m. |  |  |
| Arrive - Shanghai              | afternoon  |  |  |

\* Russian Train time is 23 minutes earlier than S.M.R. time.

TICKET AGENCIES - The Company's railway and steamer tickets are obtainable  
at all the Agencies of the International Sleeping Car & Express Trains Co. and  
Messrs. Thos. Cook & Son.RAILWAY HOTELS - YAMATO HOTEL (Tel. Add. "Yamato") at Dairin  
(with attached accommodation), Port Arthur and Changchun, all under the Company's  
management.From each station on line at Dairin and Newchun Depots.  
SOUTH MANCHURIA RAILWAY COMPANY, Dairin.  
Tel. Add. "Manchuria" Code - A.B.C. 5th Ed. Al & Lieber's.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS  
BANKERS, etc.HEAD OFFICE - LUDGATE CIRCUS, LONDON, E.C.4.  
TRUCKS TO EUROPE by the principal STEAMSHIP LINES and TRANS  
SIBERIAN RAILWAY.TODS arranged to ALL PARTS of the World.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS and CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.Head Office for the Far East:  
16, DES VOREX ROAD,  
Hongkong.  
Hongkong, April 4, 1908.Japan Office:  
14, WATER STREET,  
Yokohama.CHARGEURS REUNIS CO.  
FRENCH STEAMSHIP COMPANYRegular "Express" Service  
TO SAN FRANCISCO, MEXICO, PERU,  
CHILE, RIVER PLATE, BRAZIL.The steamers of the Chargeurs Reunis  
Co. proceed from Yokohama DIRECT  
TO SAN FRANCISCO, without any call  
en route, thus affording a fast regular ex-  
press service from China and Japan to San  
Francisco.The S.S. AMIRAL DUPERRE  
20,000 Tons, Captain X...  
will be despatched for San Francisco and  
other above destinations on or about the  
12th September.For further particulars apply to  
MESSAGERIES MARITIMES,  
Agents at Hongkong.

HONGKONG, April 4, 1909.

NOTICE TO CONSIGNEES  
FROM SINGAPORE, CALCUTTA  
AND PENANG.THE Steamship OCEANIC, having  
arrived from the above ports, Consignees of Cargo are hereby informed that  
their Goods will be delivered from along-  
side.Cargo impeding the discharge of the vessel  
will be landed at once at Consignees' risk and  
expense. Cargo remaining on board after  
8 p.m. of the 8th September, will be landed



